

Attorney's Docket 115699-32**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE***16/c*  
*5/5/03**Enter Amendment*  
*PPT*  
*4/30/03*  
Applicant: Forbes, et al.Examiner: Jules, FrantzSer. No.: 09/804,406Art Group: 3617Title: DROPPED DECK CENTER BEAM RAILROAD CAR STRUCTUREFiled: 12 March 2001Date: 24 December 2002**PRELIMINARY AMENDMENT**

- 1) This letter is filed contemporaneously with a Request for Continued Examination ("RCE") filed in lieu of payment of the base issue fee. The basis for the RCE is the filing of a Supplementary Information Disclosure Statement by the Applicant in this case.

**IN THE ABSTRACT**

Please replace the Abstract with the following amended Abstract:

A center beam car has a main deck structure extending laterally from a main center sill, a laterally extending top truss structure, and a central vertically oriented central beam structure. The center beam so formed defines bunks upon which to carry cargo. The upper region of the web-work structure includes a top chord mounted to run between two end bulkheads. The deck has a central portion and end portions. The end portions of the deck are carried at a greater height than the center portion, the difference in height corresponding to the height of a bundle of lumber. The car has a center sill having a depth corresponding to the depth of the step in the deck. The end portion of the center sill has an internal plate defining a draft gear pocket upper wall. The medial portion of the center sill is narrower than the end portion, and of deep section, such that it has a high aspect ratio. Web separators are mounted in the medial portion of the center sill by a method that includes making part of the weld from outside the center sill through welding apertures. As the end deck is carried at a high level, the bolster is abnormally deep.